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Copy 3 of 5

6 June 1963

25X1A MEMORANDUM FOR THE RECORD

SUBJECT : Telephone Conversation with [redacted]
Regarding #123 Accident

25X1A

1. During a telephone conversation with [redacted] on 6 June, he stated that the Board was initiating an intensive investigation of the Air Data System to determine if the Pitot-Static probe or the static pressure transducer may have malfunctioned. He stated that a malfunction at either of these points could have caused the Mach number, the EAS & the altitude to all increase on the TDI as reported. This, in turn, could have caused the Mach trim device to correct nose up in the direction of a stall attitude.

2. This possible explanation, however, appears to be inconsistent with the fact that the Mach number was reported to have decreased steadily after reaching a peak of 1.05 and also with the reported fact that the pilot can manually override the Mach trim device with no difficulty.

25X1A

[redacted]
Development Division
(Special Activities)

25X1A

[redacted] /OSA:mvp (6 June 1963)

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